

Members

Rep. David Niezgodski, Chairperson  
Rep. Earl Harris  
Rep. Charles Moseley  
Rep. Don Lehe  
Rep. Thomas Dermody  
Rep. Ed Soliday  
Sen. Sue Landske  
Sen. Edward Charbonneau  
Sen. Joseph Zakas  
Sen. James Arnold  
Sen. Frank Mrvan  
Sen. Earline Rogers  
Stanley Dobosz



# NORTHWEST INDIANA TRANSPORTATION STUDY COMMISSION

*Legislative Services Agency*  
200 West Washington Street, Suite 301  
Indianapolis, Indiana 46204-2789  
Tel: (317) 233-0696 Fax: (317) 232-2554

LSA Staff:

Dan Paliganoff, Attorney for the Commission  
James Sperlik, Fiscal Analyst for the Commission

Authority: P.L. 169-2006

## MEETING MINUTES<sup>1</sup>

Meeting Date: October 1, 2009  
Meeting Time: 1:00 P.M. (CDT)  
Meeting Place: NIRPC Forum Building, 6100  
Southport Road  
Meeting City: Portage, Indiana  
Meeting Number: 2

**Members Present:** Rep. David Niezgodski, Chairperson; Rep. Earl Harris; Sen. Sue Landske; Sen. Edward Charbonneau; Sen. Joseph Zakas; Sen. Frank Mrvan; Sen. Earline Rogers.

**Members Absent:** Rep. Charles Moseley; Rep. Don Lehe; Rep. Thomas Dermody; Rep. Ed Soliday; Sen. James Arnold; Stanley Dobosz.

### Call to Order

Representative Niezgodski called the meeting to order at 1:10 p.m. CDT.

Chris Curry, Director, Gary Chicago International Airport (Airport)

Mr. Curry provided the Commission with an overview of the Airport's runway expansion and related projects. See Exhibit A. The Airport is expanding its longest runway from

---

<sup>1</sup> Exhibits and other materials referenced in these minutes can be inspected and copied in the Legislative Information Center in Room 230 of the State House in Indianapolis, Indiana. Requests for copies may be mailed to the Legislative Information Center, Legislative Services Agency, 200 West Washington Street, Indianapolis, IN 46204-2789. A fee of \$0.15 per page and mailing costs will be charged for copies. These minutes are also available on the Internet at the General Assembly homepage. The URL address of the General Assembly homepage is <http://www.in.gov/legislative/>. No fee is charged for viewing, downloading, or printing minutes from the Internet.

7,000 feet to 8,900 feet to allow a greater range of aircraft to use the airport. The Airport is entering into agreements with the Elgin Joliet & Eastern, CSX, and Norfolk Southern railroads concerning acquisition of railroad property. Mr. Curry described several projects related to the runway expansion, including modification of the Cline Avenue frontage road, relocation of utility power lines, and relocation of a Citgo storage tank. Mr. Curry described how the Airport is addressing various environmental issues created by the runway expansion project. Finally, Mr. Curry told the Commission about several other Airport initiatives, including developing a business and strategic plan, building the Gary Jet Center west hangar, obtaining federal stimulus funding to upgrade Airport fences, and expanding the Boeing apron at the Airport.

Representative Harris asked Mr. Curry about the differences in overall costs and Federal Aviation Administration (FAA) funding between the original runway expansion plan and the current modified plan. Mr. Curry stated that the original plan would have cost approximately \$100 million, with FAA funding of approximately \$50 million, while the modified plan is estimated to cost \$50 million, with FAA funding of \$18 to \$20 million. The Airport used funding from the Regional Development Authority for the power line and storage tank relocation projects.

Senator Charbonneau confirmed that the Airport still needs to acquire land in addition to the 180 acres it has already acquired. The Airport is negotiating the acquisition of two parcels from the Gary School Board. In response to a question from Representative Niezgodski, Mr. Curry identified the South Shore Line stations closest to the Airport as the Gary Metro Center Station and the East Chicago Station.

Daryl Lampkins, General Manager, Gary Public Transportation Corporation (GPTC)

Mr. Lampkins described the difficulties facing the GPTC, including projected revenue reductions from both property tax revenue and public mass transportation fund distributions as well as the GPTC's high risk status with the Federal Transit Administration (FTA). See Exhibit B. The GPTC has completed the FTA master recovery plan of 55 compliance items and hopes to have the high risk status removed in the near future. Mr. Lampkins talked about the need for a long term funding source for the GPTC in order for it to maintain its fleet, staff, and level of service.

Senator Landske asked Mr. Lampkins to clarify the amounts and use of funding that GPTC receives from the Regional Bus Authority. Mr. Lampkins stated that GPTC receives about \$1.6 million annually for its regional routes. Senator Rogers asked whether the GPTC has taken a position on the November 3 transportation referendum for Lake, LaPorte, Porter and St. Joseph counties. Mr. Lampkins said that he supports the referendum because GPTC needs a dedicated funding source but that GPTC itself had not taken a position.

Captain Bob Rich, First Sergeant (F/Sgt) Keith Kopinski, and Sergeant Mike Young, Indiana State Police (ISP)

Captain Rich introduced F/Sgt Kopinski and Sergeant Young, and F/Sgt Kopinski spoke to the Commission about ISP's presence on the Indiana Toll Road (Toll Road) and ISP's vehicle crash reduction initiative. See Exhibits C and D. ISP has been the sole law enforcement services provider for the Toll Road since its creation in 1956, and ISP district staff consists of 69 enforcement personnel and 10 civilian personnel, an increase of 30 enforcement personnel since 2006. On the Toll Road, ISP officers patrol traffic, enforce traffic laws, inspect commercial motor vehicles, investigate vehicle crashes and crimes, including drug-related crimes, and assist motorists. F/Sgt Kopinski discussed the incident management training that ISP personnel receive and the incident management procedures

that ISP follows on the Toll Road. F/Sgt Kopinski also provided the Commission with productivity statistics for ISP personnel on the Toll Road, which showed increases in the numbers of tickets and warnings, inspections and investigations, and arrests, and decreases in the numbers of fatal crashes and service calls. As part of the ISP vehicle crash reduction initiative, cable barriers designed to prevent cross over crashes were installed between Toll Road mile markers 24 and 34. F/Sgt Kopinski described the computer technology that ISP personnel use to provide up to the minute crash statistics. On the Toll Road, ISP also increased its traffic patrols (driving under the influence, seat belt enforcement, and aggressive driving) and implemented a quick clearance initiative to decrease the likelihood of secondary crashes on the Toll Road.

Chris Kiefer, Legislative Liaison, and Angie Fegaras, Laporte District, Indiana Department of Transportation (INDOT)

Mr. Kiefer and Ms. Fegaras provided a status report on bridges in Indiana, focusing on INDOT's LaPorte District. See Exhibit E. Indiana has approximately 18,400 bridges; INDOT is responsible for approximately 5,600 bridges, and approximately 12,000 are part of the county system. Mr. Kiefer stated that INDOT inspects its bridges every two years and examines between 200 and 1,000 data points on each bridge. In fiscal year 2009, INDOT spent approximately \$200 million for bridge projects in northwestern Indiana, and INDOT has budgeted approximately \$343 million for similar projects for fiscal years 2010 and 2011.

Mr. Kiefer also provided Commission members with a chart detailing the numbers of structurally deficient and functionally obsolete bridges in 42 states. See Exhibit F. Mr. Kiefer explained that a bridge is considered structurally deficient if it receives a ranking of four or less (on a scale of zero to nine) in one or more of the following structural categories: deck, superstructure, substructure, and culvert. He also explained that a bridge is considered functionally obsolete if it does not meet current design standards. In Indiana, 603 interstate and state bridges, or 11%, are functionally obsolete, and 294 interstate and state bridges, or 5%, are structurally deficient. For city, county, and township bridges in Indiana, 1,562, or 12% are functionally obsolete, and 1,696, or 13% are structurally deficient. See Exhibit F.

Other Business and Adjournment

The Commission discussed scheduling its next meeting on October 21 or 22 and touring the ArcelorMittal steel-making facility in Burns Harbor, Indiana. Representative Niezgodski adjourned the meeting at 3:30 p.m. (CDT).